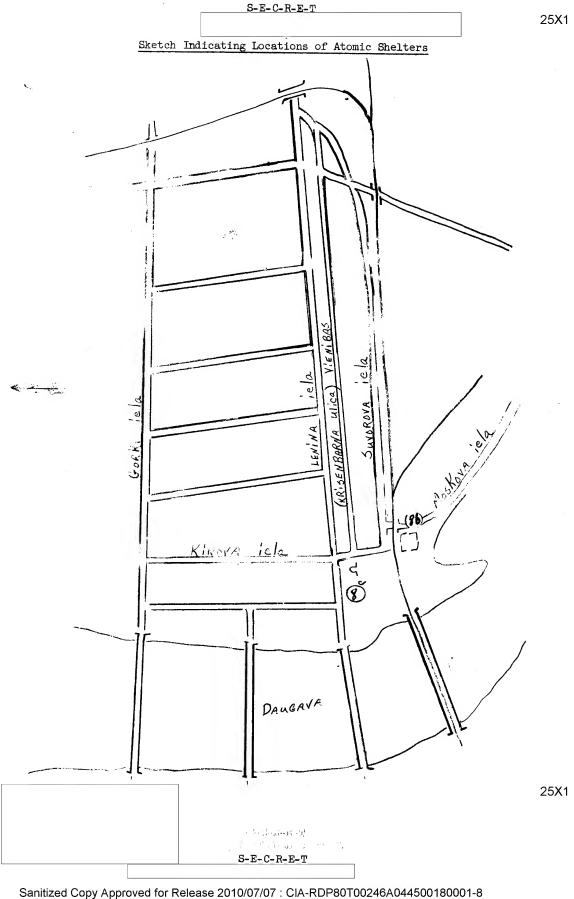
# INFORMATION REPORT INFORMATION REPORT

# CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

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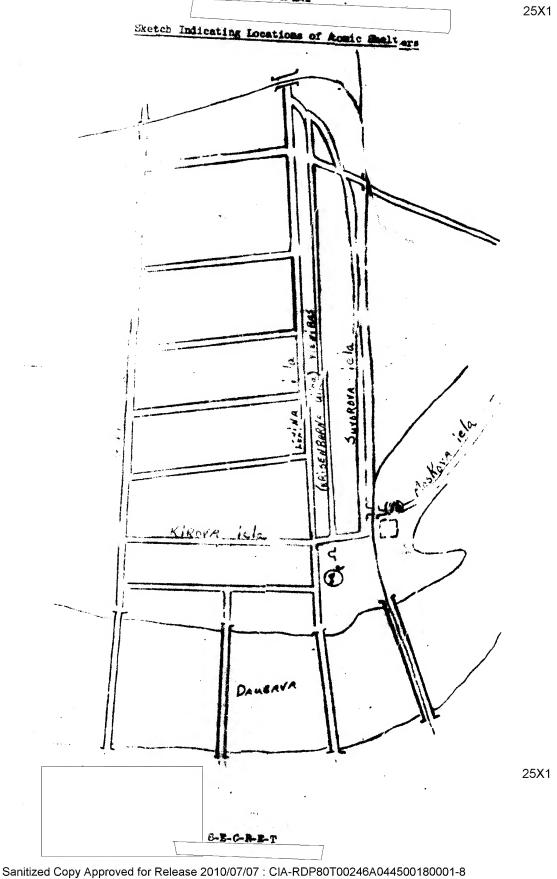


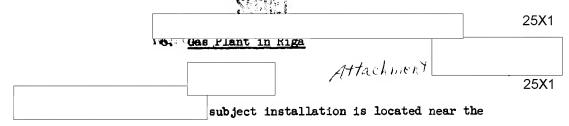
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main prison, which is in the area marked No. 22 on attached sketch No. 1.

#### 7. New Thermal-Electric Power Plant in Riga

(May 1957)

# General Remarks

This is a new thermal-electric power plant which began operations in early 1957. It was built by labor battalions. It is one of the largest installations of its kind in Latvia. It was said that it was in a position to do the following:

- 1. Export current to Estonia.
- 2. Supply Riga with hot-water heating.
- 3. Supply current to all plants in Latvia, including those in Riga.

#### Location

The plant is located in the area marked No. 7 on attached sketch No. 1. Characteristics

the characteristics of subject plant, as fol- 25X1 lows (the letters of the alphabet below correspond to those appearing on attached sketch No. 1):

- a. Machine building, about 70 x 50 meters in size, containing generators and dynamos.
- b. Four buildings, about 20 x 20 meters in size, each containing one boiler.
  - c. Brick smokestack, about 50 meters high.
  - d. Pipes for drawing water from Kis Lake.
  - e. Railroad spur.

In addition, subject installation has underground fuel storage facilities, conveyor belts, a fuel [peat] pulverization installation, and a transformer station.

Workers' houses are located nearby.



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2	5X1
A. MILITARY GROUND FORCES	
Targets in Riga	l 
(May 1957) Attachment	
Baltic Military District Headquarters	
Housed in a gray 6-story building, located in the area marked No. 17 on	
attached sketch No. 1.	
Commanding officer: a [field] marshal of Ukrainian origin, who reported	
to this post recently. I possibly General gale Army Aleksandryasilyonan GORBA	Tod
Territorial jurisdiction: subject headquarters has jurisdiction over	
Estonia, Latvia, and Lithuania as far as Kaliningrad.	
Atomic shelters: an atomic shelter has been dug in the buildings immediate	
veinity.	
MGB General Headquarters for Latvia	
Housed in a gray 7-story building, located in the area marked No. 18 on	
attached sketch No. 1.	
Commanding officer: a general.	
In the basement of this building there are prison cells whose doors are	7
be	
said to electrically operated.	
Berracks	
ans 60	5X1
No. 15 on attached sketch No. 1. These barracks artillery, armored	
force, and infantry units. These latter units are fewer in number.	
Atomic Shelters	
Atomic shelters have been established near the headquarters of the Baltic	
Military District and near the railroad station (in the area marked 8b on	:
attached sketch No.1)	
Another such shelter was under construction in the area marked 8c on	
attached sketch No. 1, directly across from the building of the Latvian	
Council of Ministries (No. 19 on the sketch),	
COMMETT OF WITHIBUTIES (NO. 17 ON ONE BRESCH)	

- 2 -

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2	25 <b>X</b> 1
Military Shop for Miscellaneous Repairs  Attachmen	
This shop is located in the general area of the abovementioned barracks	
and is marked No. 16 on attached sketch No. 1. The shop repairs clothing,	
footwear, field kitchens, motor vehicles, and armored vehicles.	
Commanding officer: a major, assisted by other military personnel.	
Number of workers employed: about 2,000.	
Radio Broadcasting Center	
Housed in the building of the television station inaugurated in 1956,	
and located in the area marked No. 12 on attached sketch No. 1.	
"Frunze" Academy for Engineer-Technical Service Officers and Military Citadel	
Located in the area marked as No. 14 on attached sketch No. 1.	
there is a school for Engineer-Technical Corps career 2	25 <b>X</b> 1
officers.	
Students are admitted to the academy after completing the 10 years of com-	
pulsory schooling. The courses at the academy last 4-5 years, and graduating	
officers also receive engineering degrees.	
This same school also gives technical courses attended by Air Force officers,	
including pilots, apparently to become familiarized with engines, aircraft	
parts, etc.	
B. TRANSPORTATION	
1. Railroad Tunnel Under Construction Under Khibiny Mountains	
(1955)	
General Remarks	
Construction of this tunnel was started in 1955 and was scheduled for	
completion in 1960.	
Purpose of Project	
The purpose of the tunnel is to connect Kirovsk with the Murmansk railroad	

The purpose of the tunnel is to connect Kirovsk with the Murmansk railroad line without passing through Apatity, thus transporting more rapidly, by railroad, fertilizing ore (apatite) to the port of Murmansk.



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	25X1
<u>Description</u> Attachment	
the tunnel is to be 40 (?) kilometers long;	25 <b>X</b> 1
it is believed, however, that this figure refers to the over-all length of	25X1
the link between Kirovsk and the Murmansk railroad line.	
Number of Workers Employed	
About 50,000, all convicts.	
Other Data	
Apatity, a well-known apatite mining center, is being expanded.	
It was rumored locally that the city would soon change its name.	
technicians are said to be working at Apatity in the extraction and	25X1
marketing of apatite.	
The city of Kirovsk is inhabited for the most part by exiles, who have	

been there since 1927 and have established domicile there.

# 2. Bridges Spanning Daugava River at Riga

(May 1957)

# General Remarks

The Daugava River at Riga is spanned by three road bridges and one railroad bridge. Of the three road bridges, two are temporary, while the third, permanent in nature, was still under construction, though nearly completed, in May 1957.

(For the location of these bridges, see attached sketch No. 1, on which the four bridges are identified numerically, from one to 3a, in the order in which they are listed below.)

# Wood Road Bridge

All-wood.

Built after the war.

Designed by a woman engineer, who received a 100,000-ruble prize for this.

Temporary.



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25X1

Street car lines 1, 2, 4 and 8, which formerly passed over this bridge, no longer do so because the bridge is considered old.

Length: about 400 (?) meters.

Width: about 40 (?) meters.

Sidewalks, each about 1.50 meters wide.

#### Pontoon Road Bridge

Built about 1948.

Located at the site of a prewar regular bridge

25X1

Length: about 400 (?) meters.

Width: about 40 (?) meters.

Wooden roadway.

Supported by about 30 pontoons with steel hulls and wooden decks, about 50 (?) meters long and about 10 meters wide; the pontoons are placed at intervals of about 4 meters.

Street carlines 1, 2, 4 and 8, which formerly ran on the wooden bridge described above, now run on this bridge; there is a double track for street cars.

Street cars and motor vehicles are forbidden to stop on the bridge.

This bridge is to be eliminated upon completion of the bridge described immediately below.

# New Masonry Road Bridge

In May 1957, only the finishing touches remained to be added before completion of this bridge; it was already open to pedestrian traffic.

Construction began in 1956 and was to be completed in time for the 1958 anniversary of the October Revolution.

Made of reinforced concrete [sic].

Length: about 300 meters.

Width: about 60 meters.



Street car lines 1, 2, 4 and 8, which now run on the pontoon bridge

25X1

described above, will eventually run on this bridge; there will be a double track.

The roadway is supported by the following: (a) 7 pairs of elliptical concrete piers, in water, each about 2.50 meters wide, covered with cut stone, and equipped with three icebreaker "spurs"; (b) 2 monolithic piers resting on the dry bed; and (c) 2 auxiliary piers located between the two abovementioned piers and the abutments of the bridge. The piers rest on stone foundations.

Above the roadway are three large reinforcement arches made of steel trellis.

The bridge has steel railways.

The surface is in concrete.

The sidewalks are each about 3 meters wide.

The river banks in the bridge area are concrete scarps.

Distance between the water level and the roadway: at low water, about 5 meters; at high water, about 4 meters.

[A sketch of this bridge ap	pears on page 11	of the original document,
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25X1

#### New Railroad Bridge

Built in 1953 on the site of an old bridge which had been destroyed, subject bridge is in all things analogous to the bridge described immediately above. The railroad line running on it is double-tracked.

# 3. Railroad Stations in Riga

(May 1957)

#### Central Passenger Station

Located in the area marked No. 8 in attached sketch No. 1. Its peculiarity consists in not having its tracks on the same level as the terminal. In fact, one group of 4 tracks, called "city station," is located "below" and is for trains running to and from Leningrad and Moscow. Another group of 4 tracks,

- 6 -

SECRET

called "peripheral station," is located on a higher level and is for trains to and from Sloka and Yelava. The Riga-Sloka section was electrified about 1955 and, according to existing plans, is to be electrified at the earliest possible time as far as Tukums.

The station has no underpasses.

Plans exist to expand the station, but since there is no additional space available above ground, it is said that an underground station will be built.

Excavation work has been carried out in the area marked 8b on attached sketch No. 1 for the purpose of building an atomic shelter.

#### Freight Station

Located in the area marked 8a on attached sketch No. 1.

#### C. INDUSTRY

#### 1. Plant Producing Radios and Other

#### Electrical Appliances in Riga

(May 1957)

#### Name

VEF (already known); it was being said that the name of subject plant had been replaced by a numerical designation.

#### Location

Subject plant is located on Lenina street, just beyond the railroad underpass. (See No. 4 on attached sketch No. 1.)

#### <u>Characteristics</u>

The plant is described as huge; it consists of about 30 buildings and is undergoing constant expansion.

#### <u>Jurisdiction</u>

The plant is directly under the jurisdiction of the Ministry of Heavy Industry (?) in Moscow.

#### Manager

25X1

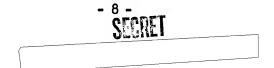
Member of the Soviet Presidium Politically fanatic and heartless; in 1957, he asked the court severely punish his son, who had been charged with robbery. The young man was sentenced to 25 years in prison.

ject plant, located towards Kis Lake, in the area marked No. 9 th attached sketch No. 1.

#### Workers Morale and Strikes

The morale of the workers is low because of the low pay they receive.

In early 1957, there was a 4-hour strike in support of demands for a pay increase. The strike was spearheaded by the mechanics department. There were arrests, transfers, etc., but work was soon resumed and nothing was obtained.



# 2. "Popov" Radio Manufacturing Plant in Riga (May 1957) Attack ment

#### Location

In the area marked No. 10 on attached sketch No. 1. This is a prewar plant, consisting of three buildings which produced radios also before the war.

#### Production

"Small" radio receiving and transmitting sets for the armed forces.

Radio receiving sets for civilian use. Radio tubes.

#### Workers

The plant employs about 2,000 workers, all civilians, divided into three shifts.

# 3. Bicycle Plant in Riga

(May 1957)

This plant, located in the area marked No. 5 on attached sketch No. 1, consists of 6 closed sheds. It produced unknown brands of bicycles and employs about 3,000 workers in three shifts.

# 4. Tricot Textile Plant in Riga

(May 1957)

Located in the area marked No.6 on attached sketch No. 1; consists of 4 buildings.

# 5. Railroad Car Manufacturing and

# Repair Plant in Riga

(May 1957)

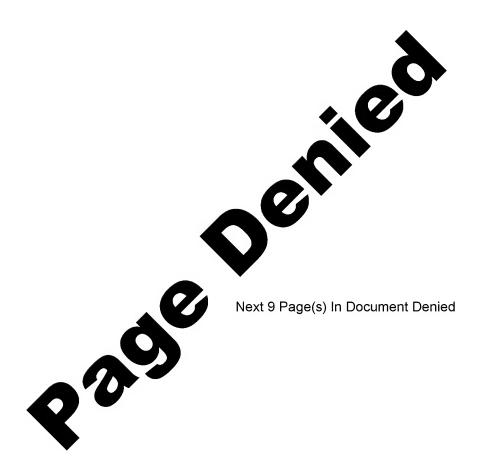
Built in 1955-1956 and consisting of 4 "large" buildings, subject installation is located in the area marked No. 23 on attached sketch No. 1. It has a railroad stock depot and engages in the production of railroad cars and the repairing of railroad stock in general.

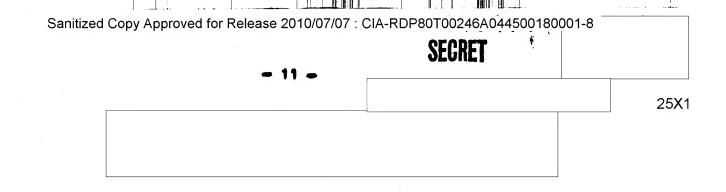


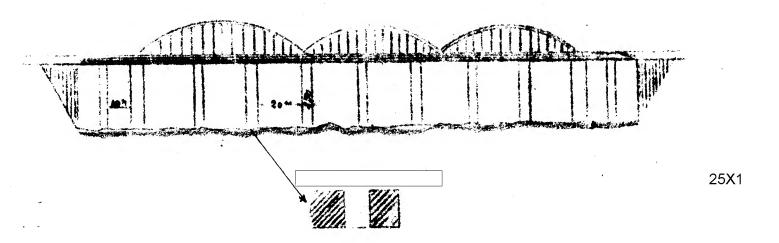
SECRE	
Boilers and Turbines	25X1
There are 4 boilers.	Attachment a single one of these
boilers was the quivalent of a thermal-ele	ectric power plant sufficient for
an entire city.	
The number of turbines is not known.	
Fuel Used	
Top-grade peat, mined from a deposit	located about 30 kilometers from
Riga, in an unspecified direction. This d	
the plant's needs for 50 years.	
The amount of peat used by subject pl	ant at present amounts to 16 rail-
road carloads per 24-hour period.	each carload weighs about 25X1
4-tons.	
Number of Workers	
About 3,000, divided into three shift	s. The workers, most of whom are
employed in the maintenance of the plant,	are also employed in the maintenance
and installation of the power lines in the	area. This accounts for their
large number.	
D. AVIATIO	N
1. New Armed Militar	y Airfield
in Riga Are	<u>B.</u>
(May 1957)	25X1
	a new armed military airfield is
located in a wooded area about 20 kilomete.	rs southeast of the city, along
the highway leading to Moscow. The airfie	ld reportedly has a concrete runway.
2. Military and Civilian Ai	rfield at Murmansk 25X1
(1955)	
	an airfield, built
after the war, is located about 3 kilometer	rs north of the city, and that it is 25X1
a military airfield open to civilian traff:	ic.
this airfield is the terminus of the Murman	nsk-Moscow civil air line.

- 11 -









25X1

